


PRICE \$24 PER MONTH.

HONGKONG & SHANGHAI BANKING

THE DIVIDEND declared for the Half Year ending 31st June 1888 at the rate of 10/0 ONE POUND AND TEN SHILLINGS per Share of \$125 is PAYABLE on MONDAY, the 27th instant, at the Office of the Corporation for the Shareholders to apply for Warrants.

Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, 25th July, 1888. 1583



GOVERNMENT NOTIFICATION.

NOTICE has been received from the MILITARY AUTHORITIES that ARTILLERY PRACTICE will take place from the HONGKONG DOCK BATTERY on WEDNESDAY, the 28th instant, and it is desired to direct the attention of the Fire will be towards the main Pass.

All Junks and other vessels are hereby cautioned to keep clear of the battery and to be stationed at the Lyceum in the afternoon Practice will be commenced at 4 o'clock from several guns.

Any vessel arriving at the Lyceum will be stationed in the main Pass to warn incoming vessels.

By Command,
FREDERICK STEWART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 25th August, 1888. 1582

THE CHINA STEAMERS' MUTUAL
STEAM NAVIGATION COMPANY,
LIMITED.

NOTICE TO CONSIGNEES.
FROM LONDON AND SINGAPORE
The Company's Steamship

"MOYUNE."

Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods have been landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Dock Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have been left in the Godowns, and all Claims must be in it to the office of the Undersecretary before noon on the 31st instant, or they will not be recognized.

Any broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 31st instant, at 4 p.m.

No Fire Insurance has been effected, and any Goods left in the Godowns after the 31st instant will be subject to rent.

Optional cargo will be forwarded unless advised to the contrary by given before 3 p.m.

Bills of Lading will be countersigned by
 ARNHOLD, KARBURG & Co.,
 Agents.
 Hongkong, 25th August, 1888. [1581]

**DOUGLAS STEAMSHIP COMPANY,
 LIMITED.**

FOR AMOY AND TAMSUI.
 The Company's Steamship

"FORMOSA,"
 Captain Hall, will be despatched for the above
 Ports TO-DAY, the 27th Inst., at THREE P.M.
 For Freight or Passage, apply to
 DOUGLAS LAUREN & Co.,
 General Managers.
 Hongkong, 25th August, 1888. [1579]

FOR SHANGHAI.
 The Steamship

"NINGPO,"
 Captain F. Schulz, will be despatched for the
 above Ports TO-DAY, the 27th Inst., at FOUR
 P.M.
 For Freight or Passage, apply to
 SIEMSEN & Co.
 Hongkong, 27th August, 1888. [1536]

**DOUGLAS STEAMSHIP COMPANY,
 LIMITED.**

**FOR SWATOW, AMOY, AND
 TAIWANFOO.**
 The Company's Steamship

"THALES,"
 Captain Hunter, will be despatched for the above
 Ports TO-MORROW, the 28th Inst., at Noon.
 For Freight or Passage, apply to
 DOUGLAS LAUREN & Co.,
 General Managers.
 Hongkong, 25th August, 1888. [1580]

"SHIRE" LINE OF STEAMERS.
**FOR NAGASAKI, KOBE, AND
 YOKOHAMA.**

The Steamship

"RECONQUIRE,"

YV. Captain, will be despatched for
 the above Ports on TU. 17th August and
 September.
 For Freight or Passage, apply to
 ADAMSON, BULL & Co.
 Agents.
 Hongkong, 27th August, 1888. (1586)

FOR SINGAPORE, HAYRE, AND
 HAMBURG, VIA SUEZ, CANAL.
 (Taking Cargo at through rates to ANTWERP,
 AMSTERDAM, ROTTERDAM, LONDON,
 LIVERPOOL, and BREMEN.)
THE Steamship
 "HESPERIA."
 Captain L. Madson, will be despatched for the
 above Ports on THURSDAY, the 6th September,
 at TEN A.M.
 For Freight or Passage, apply to
 SIEMSEN & Co.
 Agents.
 Hongkong, 27th August, 1888. (1594)

THE HONGKONG AND KOWLOON
 WEAR & GOWDN COMPANY.
 LIMITED.
THE Company is prepared to TRANSHIP
 CARGO from its Godown at Kowloon
 to the West Port of the Steamer in the Ebbons
 and to BRING CARGO across from Kowloon

to any place on the Prays at the usual rates:
By Order. ISAAC HUGHES,
Secretary.

Hongkong, 21st April, 1888. [784]

A. PONG, PHOTOGRAPHER
Has just added to his COLLECTION
of VIEWS some NEW SCENES and Photos
of NATIVE TYPES, copies of which are obtainable
in his Studio at Messrs. KILBY & WALSH's,
of Excellent and High Finish. "PERMANENT
ENLARGEMENTS" of PHOTOS, and VIEWS and
reproductions of the same on Paper, Canvas, or
Oil.

INSTANTANEOUS VIEWS, GROUPS and POR-
TRAITS are taken in any state of the weather,
and all Permanent Processes, are executed on
Moderate Terms.

STUDIO—ICE HOUSE LANE. [785]

THE PREMIER CHAMPAGNE
IN CHINA IS THAT OF
Messrs. VEUVE ET FILS ET CIE,
of REIMS,
SHIPPED BY
CUTLER PALMER & Co.,
Sold Solely by their friends
Messrs. JARDINE, MATHESON & Co.

N.B.—All Connoisseurs of Champagne should
note this Veuve are confident they will be more
than satisfied with the quality, and purchased
at its moderate price. [786]

INTIMATIONS.

1883. NOW READY. 1888.

CHRONICLE AND DIRECTORY
For 1889.
With which is incorporated
THE CHINA DIRECTORY.
(TWENTY-SIXTH ANNUAL ISSUE).
COMPLETE, WITH APPENDIX, PLANS, &c., &c.
Loyal St., pp. 1200. \$3.00.
SHALLER-EDITION, 87, 88, pp. 818. \$3.00.

THE CHRONICLE AND DIRECTORY
has been thoroughly revised and brought up
to date, and is again much increased in bulk.

NOTICE.

GARDEN SEEDS.
SEASON 1888-9.
THE FOLLOWING SEEDS required for
immediate sowing
CAN BE SUPPLIED AT ONCE—
CELERY.
CYCLOMEN.
CINERARIA.
OUR FIRST SHIPMENT
OF
ASSORTED VEGETABLE AND
FLOWER SEEDS
has arrived, and will be ready for delivery in
A DAY OR TWO.

CATALOGUES AND GARDENING NOTES
ON APPLICATION.
A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.
Hongkong, 17th August, 1888.

NOTICE TO CORRESPONDENTS.
Communications on Editorial matters should be
addressed "The Editor," and those on business "The
Manager," and not to individuals by name.
Correspondents are requested to forward their names
and address with communications addressed to the
Editor, not for publication, but as evidence of good
faith.
All letters for publication should be written on one
side of the paper only.
Advertisements and Subscriptions which are not
ordered for a fixed period will be continued until
cancelled.
Orders for extra copies of the Daily Press should
be sent before 11 a.m. on the day of publication.
After that hour the supply is limited.

TELEPHONE NO. 12.

The Daily Press.

HONGKONG, AUGUST 27th, 1888.

THE statement made by a correspondent in
another column in reference to the reported
opening of the West River will cause a feeling
of disappointment amongst the mercantile
community of this colony. For many
years past the Chamber of Commerce has
consistently agitated for the opening of this
magnificent waterway to steam navigation
and foreign trade. It now appears, if our
correspondent is correctly informed, that the
river is to be opened to steam navigation,
but that it is to be exploited by a native
Company, and that foreigners are not to be
allowed any direct share in the new move-
ment. It is better that the river should be
opened to native-owned steamers only than
not at all, but it behoves foreign merchants
and their Ministers at Peking to endeavour
to secure for the subjects of the treaty
powers the same privileges on the West
River, that they enjoy on the Yangtze.
When exceptional advantages were
secured by Force for the overland trade be-
tween Tongkin and the provinces of Kwang-
si and Yunnan the opening of the West
River was urged as an equivalent to be given
to other powers in compliance with the
spirit of the most favoured nation clause.
Hopes were entertained that at last the
River would be thrown open and foreign
trade in South China be allowed a fair chance
—which it has never yet had—of attaining
its proper development. It has been reported
more than once that the negotiations were
progressing satisfactorily, but now the de-
sired consummation seems nearly as far off as
ever.

CHANG CHIN-TUNG, the Viceroy of the
two Kwang, being the foreigner and will have
no more to do with him than he can help,
and so long as he remains in power the out-
look for foreign enterprises does not appear
fraught with very magnificent possibilities.
Foreign investors, however, the Viceroy
seems not disinclined to adopt. Rumours
of railways under his jurisdiction, have at-
tained such proportions that it is impossible
not to believe that the subject is at the least
under very serious consideration, and the
establishment of steam communication on
the West River, if it does not owe its initia-
tion to him seems to have met with his ready
approval. The new departure will, we anti-
cipate, lead to a considerably increased de-
mand for Hongkong imports. In the Can-
ton delta, where taxation is light, the con-
sumption of foreign goods is fairly large,
but beyond Samshui it dwindles down to
very small proportions. Foreign goods may
be found in the shops of all the towns
along the river, but they are so
expensive as to be beyond the reach of all
but the well-to-do classes. For this there
are two reasons, first, the cost of carriage by
junk up-stream, and second, the numerous
lock stations at which toll is levied en route.
So serious an item is the latter that a large
proportion of the small traders that exist
finds its way by the circuitous Yangtze
route and some of it via Pakhoi. With the
establishment of steam communication to
Wuchow the cost of carriage will be reduced
to a trifle. The question remains, Will taxa-
tion be reduced? If the new line is to prove
a success, this will have to be the case, and
as the Viceroy is no doubt desirous it should
prove a success, it may, we think, be con-
cluded that goods conveyed from Hongkong or
Canton to Wuchow will be subject only to
one settled tax, and will be laid down free of
aqueous. If this be so, the trade in foreign
goods along the West River will receive a
large impulse, for Wuchow is admirably sit-
uated as a distributing centre, and an un-
doubted market exists if the goods can only be
laid down at a reasonable charge. The immu-
nity from excise and arbitrary taxation
will not be so secure as if Wuchow
had been created a treaty port, though,
if the transit pass system be en-
forced, as we trust it will, the liability to
excesses will be much reduced. The
establishment of the native company is
therefore, speaking in the interests of for-
eign trade in general, an event to be hailed
with some degree of satisfaction. The foreign
merchant, however, will not be brought into the
same close contact with his customers that he

would be by the opening of a treaty port,
and will not be able to study their require-
ments as exhaustively. The steamer service
would also be more efficiently and econo-
mically conducted by the foreign lines, who
have the necessary organisation and understand
the business. The agitation for the opening
of Wuchow as a treaty port must therefore not
be allowed to drop in consequence of the
step taken by the Chinese authorities in es-
tablishing steam communication under their
own auspices.

We understand the officers of Police who
are in possession of good conduct medals
have petitioned the Government with a view
that the allowance which is carried with
these medals should be allowed to count
for purposes of pension on their retirement
from the Force. In the Civil Service a
"personal allowance" is granted to officers
for lengthened service, and this is allowed
to count for pension exactly the same as
salary, while in the Police Service, the
"allowances" granted to officers or men who
have distinguished themselves by extra-
ordinary diligence, zeal, or exertion in the
execution of their duties is entirely lost
sight of in the computation of pension.
Under the old Police Ordinance of 1862 (No.
9) it was clearly defined that pensions should
be computed upon the average amount of the
annual pay received by the officer retiring
during the last three years of his ser-
vice, but under the new Police Ordinance,
No. 14 of 1887, the Governor in Council
has power to determine in each particular
case the amount of pension to be paid. We
are strongly of opinion that it would greatly
improve the esprit de corps if it were deter-
mined that should an officer or constable
continue to merit the approval of the Go-
vernment to the end of his service his good
conduct allowance would be allowed to count
towards pension. We admit that the Police
Pension List is already heavy, but were this
privilege granted no appreciable increase
would take place. We trust, therefore, His
Excellency may see fit to give the petition
his favourable consideration, so that an
officer who has well earned a good conduct
allowance may fully reap the benefit of his
meritorious service on retiring from the
Force.

THE complaint of Mr. MACKAY as to the
charge for a passage by the Canadian
Pacific steamers from Amoy to Kobe, pub-
lished in another column, is not supported by
sound argument. He questions the right of
public carriers to charge more for conveyance
from a way port than from the terminus.
The right of carriers to do this is fully es-
tablished, and is frequently acted upon by
railway companies in England. It was made
the subject of complaint some time ago that
goods could be shipped at New York, trans-
ferred to rail at Liverpool, and conveyed to
London for less money than would have been
charged for goods forwarded from
Liverpool as the original point of departure.
What may be done with goods may, of
course, be done in the case of passengers.
Rates are governed more by the amount
of competition than by distance, and this
is the reason that Mr. MACKAY had to pay
more for a passage from Amoy than if he
had come to Hongkong and taken passage
there. In the meantime it may be observed
that the Canadian Pacific Company has
given residents at the ports a cheaper and
more expeditious means of taking a trip to
Japan than previously existed. Even at the
rate complained of by Mr. MACKAY there was
a saving of \$10 besides the saving of time,
and a shorter sea voyage; but from the guide
book issued by the Company this month we
note that the fare from Amoy or Foochow to
Kobe, as given in the local rates of passage
money, has been reduced to \$45, the same rate
as from Hongkong, thus making the advan-
tages of the line still greater for residents
at those ports. The extra \$15 is retained in
the case of through rates to America or Eng-
land, and in view of the expenses to which a
steamer is put in going into a Chinese port,
and of the saving and convenience offered
to passengers, it does not seem unreasonable
that some extra charge above Hongkong rates
should be made if the Company think it to
their interest. That is a matter which con-
cerns themselves alone, and which they have
no doubt decided on ordinary business prin-
ciples.

The Agents (Messrs. D. Sassoon, Sons & Co.)
inform us that the steamer *Arcton* has left
Singapore on Friday for this port.

The Agents (Messrs. Adamson, Bell & Co.) in-
form us that the S.S. *Shire* has left Singapore
on Saturday for this port.

We are informed by the Agent that the Mes-
sageries Maritimes steamer *Asia*, with the next
outward French mail, is to leave Saigon at 4 a.m.
this morning for this port.

The *Japan Gazette* learns from a correspondent
at Hakodate that H.R.M.'s squadron was to leave
that port on or about the 15th inst. for Kan-
sai and other ports, and that the fleet was to
return to Hakodate in the latter part of September.

We are informed by the agents of the Cana-
dian Pacific S. S. Co. Messrs. Adamson,
Bell & Co., that the steamer *Arcton*, which
arrived in New York on the 21st inst., has
just left that port for Hongkong, and is
expected to arrive at Vancouver on the 23rd inst.

A Government notification in another column
announces that Artillery practice will take place
from the Kowloon Dock Battery on Wednesday
the 29th inst., at 4.30 p.m. The direction of the
fire will be towards the Lyseum road, and all
junks and other vessels are warned to keep
clear of the range.

The *Shanghai Courier* hears that the Glass
Works and mill buildings on the Yangtze
River, near the camp Hotel, have been pur-
chased by the Hall and Holt's Cooperative Com-
pany, Limited. The Company's brewery and
distillery are situated on the river, and the
factory will be transferred to these premises.
The price is reported to be \$25,000.

The *Correo Mercantil* says that the Por-
tuguese transport *Mozambique* has been ordered to
proceed home without taking any passengers from
Macao, but is to call at Timor to take on board
a few soldiers en route there. The passenger
space was to carry on the previous occasion will be
conveyed by a private steamer which is to be
chartered for that purpose.

The *Macao Correo* of Friday last says—"It
is said that several public servants and the re-
tainers of the Monte will not vote in the election of
the municipal Council, which will take place on
Sunday in consequence of the celebrated order
of H.E. the Governor. We will wait the event
in order to speak better, and when we can publish
the list of those who allowed themselves to be in-
fluenced by a bribe of 500,000, we will publish the
names of the 24 members of the Council. In spite
of the alleged order of the dissolved
Council will be glad to learn from a telegram
sent to the Government that the old Council was
dissolved unanimously yesterday."

M. Arrol, we note from the *Correspondent* of the
19th August, has just returned to the
Colonial Office, and has a quantity of
silverware. This M. Arrol's intention to
distribute the silverware among the Dayak
tribes to establish a flag. The Canton
silverware is said to be of a fine quality,
and to be thirty per cent. better than the
native.

The following, with reference to rewards for
the saving of life at sea, appears in the N. O.
Daily News translation from the *Peking Gazette*.
The Governor-General at Peking reports to
the regulations emanating from the T'ung-shi
Yamen, by which reward may be granted for
the saving of life at sea. The regulations are
as follows:—The officers of Chinese steam men-of-war
who save many as thirty persons of any nation-
ality from imminent peril of drowning at sea,
shall be granted a reward of 100 taels. The
Chinese crew of the vessel, who save many as
eighteen lives in the neighbourhood of Paoan
and fifteen near Tung-shi Hsien in Anhui.
All these persons were rescued from imminent
danger, their boats being damaged and the
crew and passengers themselves actually
taken from out of the water. It is therefore
requested that, in accordance with the regulations,
those of the officers in each vessel, to whose
courage and energy the rescue of the lives
is more especially due, may be recom-
mended for the receipt of a fitting reward.
—Refered by Rescript to the T'ung-shi Yamen.

The following extract from the report of the
Captain of the M. S. steamer *McBroom*, which
arrived at Shanghai with the French mail on
the 10th August, is of interest. The vessel
left Hongkong on Wednesday, 15th
August, at 9.30 a.m., with fine weather until
midnight, when the barometer began to fall
rapidly, the wind shifted to the south, and
from N.W. to N.E., and then veered to N.
Just as we were across the line of Chapel Island
light we met a swell from the N.E. rapidly in-
creasing, the barometer constantly falling, at
about 8 a.m. on the 16th, became so severe
that we were running into a typhoon, which
was crossing the north of Formosa in an E.
and W. direction, and that it would strike
us. The vessel was in a very bad way, and
the crew were in great distress. We were
driven on our side, and the vessel was in
great danger. The vessel was in a very bad
way, and the crew were in great distress.
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way, and the crew were in great distress.

The possible fate of Tushima in the event of
war between England and Russia has always
been a subject of anxiety speculation to Japanese
writers. The generally entertained idea is that
owing to the island's geographical situation and
its excellent facilities for the storage of arms
or other of the belligerents would be sure to
take it as a base of operations. Some people
carry their forecast so far as to
predict that Tushima will be a point of attack
for a Japanese fleet. The Japanese, however,
have expressed different opinions.
Some are of the opinion that Tushima is a
very small island, and that it is not worth
the trouble of attacking it. Others are of the
opinion that Tushima is a very important
island, and that it is worth the trouble of
attacking it. The Japanese, however, have
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ing it. Others are of the opinion that Tushima
is a very important island, and that it is
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The three sailors, Brown, Brown, and Christo-
pher, of the barque *Lucia*, were brought up on
remand on a charge of wounding the ship's
cook, Alfred Brown. The three sailors were
charged with wounding the ship's cook, Alfred
Brown, on the 15th inst. The three sailors
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ship's cook, Alfred Brown, on the 15th inst.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."
LONDON, 23rd August.
The Washington Specials has rejected the
Fisheries Bill.

[SPECIAL TELEGRAM TO THE "DAILY PRESS"]
MACAO, 26th August.
The Agents (Messrs. Adamson, Bell & Co.) in-
form us that the S.S. *Shire* has left Singapore
on Saturday for this port.

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our sterling deposits be diminished to some ex-
tent it will be a great loss. Many of our
friends may be glad to know that all our ex-
change accounts were taken over on the 30th
June at the current rates of the day at every
bank of business, and therefore, although we
have had to contract a small loss, we have
secured, any loss from this cause has been
avoided. Not only so, but the affairs of the
Bank have been so arranged, that the result of
our exchange operations have been equal to
those of any previous half year in the history
of the Corporation. I mention this to prevent any
misapprehension, especially among our London
friends, who have been told that the Bank
was in a very bad way. The result of our
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